

WINE AND SPIRIT MERCHANT.  
CHAZALON & CO.  
MAKERS AND FRENCH PRESERVES IMPORTERS  
6, QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING  
DISS BROS.  
Tailors.

No. 13,497.

號九月七年六零百九千一英

HONGKONG, MONDAY, JULY 9, 1906.

日八十月五年午丙

PRICE, \$8.00 Per Month

## GERMAN BEER.

Large Stock on Hand of  
**AUGUSTINER BRAU**  
AND THE CELEBRATED  
**KULMBACHER BIER.**  
Per Case of 6 doz. pts. \$18.00.  
Per Case of 4 doz. qts. \$18.00.

**MACEWEN, FRICKEL & CO.,**  
1816 3, DUNDRELL STREET.

Intimations.

## NOTICE.

TO OUR  
PEAK SUBSCRIBERS.

WE are now delivering the "CHINA MAIL" to our Peak Subscribers at their residences, including MAGAZINE GAP. Subscribers are requested to notify us promptly of any irregularity that may occur.

Hongkong, June 14, 1906. 1210



THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKING NOTICE that a Commission has been appointed to enquire into and report on the following matters viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health Ordinance, 1905, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersecretary.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
W. BOWEN-BOWLANDS,  
Secretary.

Hongkong, July 7, 1906. 1381

## WANTED.

A LADY going to England, via Canada, at the beginning of August, is willing to give a PASSAGE in RETURN for SERVICES as NURSE to her little boy, aged 3½ years.

Write "A. J."  
Care of "CHINA MAIL" Office,  
Hongkong, July 5, 1906. 1354

## NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidy China in payment of our accounts AND OUR SHOPS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD.  
Hongkong, July 3, 1906. 1358

## NOTICE.

THE Interest and Responsibility of Mr. VICTOR H. DEACON in our Firm ceased on 31st December last.

DEACON, LOOKER & DEACON.  
Hongkong, July 2, 1906. 1325

## "THE OTOPHONE."

A HOUSE TELEPHONE.  
CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an Ordinary Telephone. Best Telephone for Private Houses, Hotels, Boarding Houses, Offices, Hospitals, etc., etc. Price very Moderate. Can be inspected at the Office of the Sole Agent:

LUTGENS, EINHARTMAN & CO.,  
No. 2, PEDDER STREET.  
Hongkong, February 5, 1906. 1380

## "THE WORLD'S NEWS"

(GAI KAI KUNG YIK PO)  
A LEADING CHINESE PAPER.  
Wide Circulation in Hongkong and South China.  
SPECIAL MEDIUM FOR CHINESE ADVERTISING.  
BLOCKS MADE, HAND TONING, PRINTING A SPECIALITY.  
Orders Promptly attended to.  
181, DES VOEUX ROAD CENTRAL.  
Hongkong, March 12, 1906. 1322

## Business Notices.

### W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

### HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### Hongkong-Canton Line.

s.s. HONAM, 2,385 tons, Captain H. D. Jones.  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,250 tons, Captain R. D. Thomas.  
s.s. HANKOW, 2,075 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,665 tons, Captain J. J. Losius.  
Departures from HONGKONG to CANTON daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).  
Departures from CANTON to HONGKONG daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

#### Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,908 tons, Captain J. F. Morrison, R.N.R.  
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. Sunday Special Excursions leaving Hongkong at 10 a.m., and a second departure about 7 p.m. (See special Express).  
NOTES:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.  
Departures from Macao to Hongkong on weekdays at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 4 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willor.  
s.s. NANNING, 569 tons, Captain C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

Hotel Managers, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD AND SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

## STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.  
A FIRST CLASS HOTEL, MOST COMPLETELY FITTED,  
WELL FURNISHED AND AIRY BEDROOMS.  
Monthly Boarders accommodated on very Moderate Terms.  
For Particulars, apply to THE MANAGER. 1885

## CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE, MONTREAL.  
THIS Company issues the most Liberal and Clear policy ever offered in East. DOUBLE BENEFITS FOR TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX Covered. Policies written HERE, in any Currency.  
HONGKONG OFFICE: 14, DES VOEUX ROAD CENTRAL.  
GRANT AND LESLIE, General Agents for China.  
Hongkong, April 21, 1906. 692

N. LAZARUS, OPTICIAN, No. 5, PEDDER STREET.  
(Upper Hongkong Hotel).  
SIGHT TESTED FREE. LENSES GRINDING. REPAIRS A SPECIALITY. 179

**Tailors.**  
R. HOUGHTON,  
NAVAL, MILITARY AND CIVIL TAILOR.  
18, QUEEN'S ROAD CENTRAL.  
Hongkong, June 8, 1906. 1190

**"JANUS"**  
LIFE & ANNUITY INSURANCE CO.,  
HAMBURG.  
ESTABLISHED 1848.  
ASSETS PER 31st DECEMBER, 1904.  
Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY INSURANCES, as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.  
SIEMSEN & CO.  
48

CURTIS BROS. & CO. CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. ESANG.

FROM—CHEFOO, 21st JULY, 1906, CONSIGNED TO MESSRS E. H. MURRAY & CO.

NOTICE IS HEREBY GIVEN that the above Cargo at present lying unclaimed in the Godown of the Undersigned, will be sold by Public Auction by Messrs GUGGER & HUGHES, at their Auction Rooms in Ice House Street, at 11 a.m., on FRIDAY, 13th July, 1906, unless the same are previously taken delivery of by consignees, and the charges incurred paid.  
JARDINE, MATHESON & CO., General Managers,  
Indo-China S. N. Co., Ltd.  
Hongkong, June 29, 1906. 1368

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.



### LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & Co. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED

FOOCHOW TEA.

PRICES: Including Freight, Duty and Delivery to any address in the United Kingdom. Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

### THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS. H. HAYNES, Manager.

## CHAMPAGNES

FROM CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO., SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

### THE OLIVER TYPEWRITER.

VISIBILITY. SIMPLICITY. DURABILITY.

UNRIVALLED FOR DUPLICATING. WRITING IN SIGHT. UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & ROUTE CHINA. Hongkong, April 21, 1906.

GEO. GRIMBLE, 14, DES VOEUX ROAD CENTRAL. 728

## CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE COUSINE A SPECIALTY.

FOR TERMS, APPLY TO THE MANAGER. 804

DENTAL SURGEON G. DE PERINDORGE.

DIPLOMA: PARIS. LATEST IMPROVEMENTS INCLUDING PORCELAIN FILLINGS. HOTEL MANSIONS. PEDDER STREET. Hongkong, June 1, 1906. 1149

CARMICHAEL AND OLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS, REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A. B. O. Code, 4th Edition. A. I. Code. Under's Standard Code. TELEPHONE, 232. 628

## GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER PILSENER. \$13.00 Per Case of 4 Dozen Quarts. CARE—LESS 10% CREDIT—LESS 5%.

## Business Notices.

### GREEN ISLAND CEMENT CO., LD

## PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

## FAIRALL & CO.

ARE HAVING THEIR ANNUAL CLEARANCE SALE commencing on

MONDAY, JULY 9th.

GREAT REDUCTIONS IN EVERY DEPARTMENT.

FAIRALL & Co., Dressmakers and Milliners and General Drapers.

7 AND 9, PEDDER STREET.

### HOTEL BALTIMORE LATE HOTEL AMERICA 2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT COUSINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER. 1161

## VICTORIA DISPENSARY

SOLE AGENTS FOR

### V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

### 'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins.

## REMINGTON

## TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS. 449

Hongkong, March 2, 1906.

### LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(NEXT DOOR TO H. PRICE & Co.)

ALL kinds of FURNITURE, CARVED (ARROW BLACKWOOD, CHERRY and Glass WARE KITCHEN UTENSILS, etc., etc.) AT MODERATE PRICES. 13

### W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

ROYAL ACADEMY PICTURES IN 5 PARTS ... \$2.50.

PICTURES OF THE YEAR 70 Cents.

NEW STOCK

HAND-COLORED POST CARDS \$1.00 Per Doz. PLAIN 50 Cts. Per Doz.

EGYPTIAN CIGARETTES. VIKING NAVY CUT.

SOLE AGENTS FOR THE

BLICKENSDECKER TYPEWRITER \$85.00 and \$125.00 EACH. NEW STOCK.

FOR

## BATHING PARTIES.

BLACKBERRY BRANDY

CHERRY BRANDY.

CHERRY WHISKY.

SLOE GIN.

CHERRY GIN.

PEPPERMINT.



Telephone No. 76.

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.



Intimations.

**G. FALCONER & Co.,**WATCH-MAKERS AND JEWELLERS.  
HOTEL MANSIONS.NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.  
HIGH-CLASS GOLD AND SILVER WATCHES.LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
SINGULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

PRODUCTS ESPECIALLY RECOMMENDED FOR THE HYGIENE OF THE  
SKIN AND BEAUTY OF THE COMPLEXION**POUDRE SIMON**

Rice Powder, free from bismuth, invisible, impalpable, adherent.

POUDRE SIMON is Rice Powder Free from Bismuth, consciously and rigorously prepared, free of all injurious substances; it is specially recommended to ladies who wish to have an impeccable complexion and real beauty.

TRY ALSO CREME SIMON AND SAVON A LA CREME SIMON.  
To be had from All Dealers.

Hongkong, June 14, 1906.

**WILKS and JACK.**MACHINERY AND ELECTRICAL SHOWROOMS.  
Robinson Road, Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.

SOLE AGENTS FOR

**THE GENERAL ELECTRIC CO., LD.**

LONDON

Electric Fittings,

Table Lamps,

Brackets,

'Freezer' Fan

Motors.

Electric Lamps

Fronted and Clear.

ECONOMICAL

BRITISH MANUFACTURE

LARGE STOCKS

EVERYTHING

ELECTRICAL.

INSTALLATIONS.

SHIPS REPAIR

WORK.

EFFICIENT

**BATHING PARTIES AND  
PICNICS.**The comfortable and fast Steam Launches *MOLLIE* and *YUENLEE*, specially  
fix a up for Outings, ARE OPEN FOR ENGAGEMENTS ON MONDAYS,  
THURSDAYS, and FRIDAYS from 5 P.M. to 8 P.M. on SATURDAYS and SUNDAYS from  
Noon.Arrangements may be made for the season or by the hour on application at  
5, QUEEN'S ROAD CENTRAL.

TELEPHONE 368.

**WILKS & JACK.**

Hongkong, June 11, 1906.

**Energy & Endurance**are essentials to the Worker and  
the Student. If you would possess  
these qualities, drink**van Houten's Cocoa**It supplies stamina and vigour,  
is a healthy stimulant and a most  
delicious beverage.**A Cocoa you can Enjoy.**

Sole Agents: J. J. G. &amp; Co.

Intimations.

**MITSU BISHI GOSHI KWAISHA**

(MITSU BISHI CO.)

**COAL DEPARTMENT**

MARINO-UCHI, TOKIO.

CARL ADDRESS: IWASAKI.

Which applies to all Branch Offices.

At A B O 5th Edition, Western Union  
Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KATATSU,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ARADA, Esq.

CHINKIANG: Messrs GEARING &amp; Co.

MANILA: Messrs MACDONALD &amp; Co.

SOLE PROPRIETORS of Takasima,

Ochi, Shinow, Namanta, and Kam-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 5, Pedder Street.

Hongkong, April 25, 1906.

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY GENERAL

MEETING of the above named Company

will be held at the Registered Office of the

Company, ALEXANDRA BUILDINGS, 5, De

Vaux Road Central, Victoria, Hongkong,

on SATURDAY, the 14th day of July,

1906, at 12 o'clock Noon, for the purpose

of passing the following Resolutions pur-

suant to the Order dated the 28th day of

March, 1906, made by the Supreme Court

of Hongkong in its Original Jurisdiction in

Action No. 371 of 1905:—

1. That the Special Resolution being the

Fourth in Number passed and con-

firmed at Extraordinary General

Meetings of this Company held on the

3rd and 20th June, 1906, respectively

entered into thereunder and particu-

larly the Agreement in writing

bearing date the 14th day of July,

1905, made between this Company

and its Liquidators (JOHN D. HUMPHREYS &amp; SON, of the one part and the

PEAK TRAMWAYS CO., LTD., of the other part be and the same are

thereby resumed.

2. That the Draft Agreement submitted

to this Meeting and expressed to be

made between this Company and its

Liquidators of the one part and the

'PEAK TRAMWAYS CO., LTD.' of the

other part be and the same are

approved and that the said Liquid-

ators be and they are hereby author-

ized pursuant to Sections 501 and

202 of the Companies Ordinance

1886 to enter into an Agreement

with the said 'PEAK TRAMWAYS CO.,

LTD.', in the terms of the said Draft

and to carry the same into effect with

such (if any) modification as they

may think expedient.

Should the above Resolutions be passed

by the requisite majority they will be sub-

mitted for confirmation as Special Resolu-

tions to a Second Extraordinary General

Meeting which will be subsequently con-

vened.

Dated 2nd July, 1906.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN

WANCHAI ROAD.

GODOWN, built of brick with tiled roof,

just thoroughly repaired—about 4000

sq. ft. space, concrete flooring.—Suitable

for Storage of any kind of merchandise.

Apply to

Care of 'China Mail' Office.

Hongkong, May 29, 1906.

To Let.

WITH IMMEDIATE POSSESSION

the 'FOREST LODGE,' Gaiuso Road

Apply to

H. N. MODY.

1377

To Let.

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to

A. S. WATSON &amp; Co., Ltd.,

Alexandra Buildings.

Hongkong, April 25, 1906.

To Let.

No. 2, OLD BAILEY.

Apply to

ARRATTON V. APGAR &amp; CO.,

45, Wyndham Street.

Hongkong, April 27, 1906.

To Let.

'HAYTOR'—THE PEAK.

IMMEDIATE POSSESSION.

OFFICES IN KING'S BUILDING and

YORK BUILDING.

GODOWNS ON PRAYA EAST.

A HOUSE IN CLIFTON GARDENS,

Conduit Road.

A HOUSE IN RIFON TERRACE.

FLATS IN MONKTON TERRACE.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, June 1, 1906.

To Let.

No. 15, KNUXTON TERRACE,

KOWLOON.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

1377

To Let.

TO LET.

AT CHEAP RENTAL.

TWO ROOMS, specially suitable for  
Couples. Offices on the Second  
Floor of No. 8, DES VEAUX ROAD  
CENTRAL, ready for occupation from the  
1st day of July next.

Apply to

B. M. ALVARES &amp; CO.,

8, Des Vaux Road Central.

Hongkong, June 29, 1906.

To Let.

THREE LARGE GODOWNS ON PRAYA

East. Formerly in the occupation

of the Mitsui Bussan Kaisha.

Apply to

H. N. MODY,

Victoria Buildings.

Hongkong, May 10, 1906.

To Let.

'BELEVUE,' 6 ROOMED HOUSE,

Unfurnished with immediate pos-

session.

Apply to

PERCY SMITH &amp; SETH,

5, Queen's Road Central.

Hongkong, May 28, 1906.

To Let.

'NEW KINGSDALE' with Stables.

Entrance from both Kennedy and

Macdonnell Roads. Owners will, if re-

quired, convert the sin Building into a

Boarding House, with large Drawing

Room, accommodation and 37 Bed-

rooms. CHEAP RENTAL.

Full particulars, apply to

LINDSEY &amp; DAVIS.

Hongkong, June 27, 1906.

To Let FURNISHED.

FROM 12th July to 12th October, 1906.

R. BURRINGTON, PLANATION

ROAD, PEAK.

Apply to

H. E. POLLOCK,

28 Bank Buildings.

Hongkong, June 28, 1906.

To Let.

TWO GODOWNS AT EAST POINT,

close to the Water, suitable for the

Storage of any Cargo.

Floor Area 8,100 square feet each.

Apply to

JARDINE, MATHESON &amp; CO.

1368

To Let.

'BROCKHURST' PEAK, Newly Paint-

ed and Colour-washed, with use of

Tennis Court; contains 6 Rooms. Splendid

site and well suited for a Bachelors' Mess.

2nd FLOOR—in Central position, con-

taining Four Large Rooms, Ante-room and

Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSE on the Robinson Road Level.

Chap. Rentals.

73, WYNDHAM STREET.

Apply to

LINDSEY &amp; DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, June 9, 1906.

To Let.

THE FURNISHED FLAT on Top

Floor of Messrs DOUGLAS LAPRAIK &amp; Co's

Offices, consisting of Four Bed and

Sitting Rooms, Kitchen and Bath Room

complete. Electric Light. Fine view of

Harbour. Terms Moderate.

Apply to

DOUGLAS LAPRAIK &amp; CO.

Hongkong, June 14, 1906.

To Let.

'ROSENEATH' GARDEN ROAD, Kow-

loon, from July 31st.

No. 3, 'FAIRVIEW' ROBINSON ROAD,

Kowloon.

2ND FLOOR No. 12, QUEEN'S ROAD

CENTRAL.

Apply to

LEIGH &amp; ORANGE,

1, Des Vaux Road.

Hongkong, July 3, 1906.

To Let.

No. 41, ROBINSON ROAD.

Apply to

HU SHUN CHUN,

187, Des Vaux Road,

3rd Floor.

Hongkong, June 29, 1906.

To Let.

HOUSES in ROSE TERRACE, ROBIN-

SON ROAD, Kowloon. Terms Mod-

erate—Immediate Possession.

Apply to

THE COMPADORE,

Messrs BARRETT &amp; Co.

Hongkong, April 5, 1906.

To Let.

5 and 6, GRANVILLE AVENUE,

Kowloon.

HOUSES in AUSTIN and SALISBURY

AVENUES, Kowloon.

Apply to

HUMPHREYS' ESTATE &amp; FINANCE

CO., LD.

Hongkong, June 23, 1906.

To Let.

HONGKONG CLUB.

To Let.

TWO ROOMS, on the Ground Floor of

the Annex, from date, suitable for

Offices. Anyone disposed to offer for the

same please apply to

C. H. GRAVE,

Secretary.

Hongkong, May 20, 1906.

To Let.

SHAMKIN, CAN ON.

To Let.

No. 2, WEST END TERRACE.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, July 5, 1906.

To Let.

WASHING BOOKS.

(In English and Chinese)

WASHING BOOKS, for the use

of Ladies and Gentlemen, can now

be had at this Office.—Price, 50 Cents.

Office: Marine Office, 5, Wyndham Street.

Intimations.

**A CHALLENGE!  
A CHALLENGE!**











## BY TELEGRAPH.

## THE NATAL TROUBLE.

## A DECISIVE BATTLE.

## Rebels Completely Defeated.

(Re-Justice Service, Supplied by Reuters, via Bombay).

London, July 9.

The Natal troops succeeded in completely surrounding the rebellious natives in an impi in the Umvoti district.

In the battle which followed 547 rebels were killed, very few escaping. There were no casualties among the Colonial troops.

## [REUTERS'S SERVICE]

## Imperial Troops Ready.

London, July 9.

The troops in Bloemfontein and Harisburg, also a portion of the Pretoria garrison have received orders to be in readiness to march to Natal.

## CANTON-HANKOW RAILWAY.

## GENERAL MEETING OF THE COMPANY.

Canton, July 8.

A meeting of the shareholders in the Canton-Hankow Railway Company was held at the Yamen of the late Governor of Canton.

Chang Tsu Chai, the Chairman, was absent owing to illness, and the audience, which numbered over one thousand, was presided over by Wang Shih Ping, Vice-Chairman.

There were also present a number of Chinese officials.

The Yamen was strongly guarded without by small detachments of police and soldiers. Intending speakers refrained from making remarks for fear of arrest.

The Vice-Chairman opened the meeting by referring to the amount of profits contributed to the Government by the various railway companies and asked the shareholders to confirm the following suggestions:

1. That profits derived from the Railway, after deducting all charges, will be divided into 25 shares to be appropriated as follows:—
- 1—to be paid the Government;
- 14—to be divided among the shareholders;
- 2—Reserve;
- 1—to holders of 30,000 shares;
- 1—to holders of 10,000 shares;
- 1—Charitable Institutions and the 73 business guilds.

The Vice-Chairman informed the meeting that all affairs were handed over on the end of this month and that the total amount collected was \$3,000,000.

A petition has been sent to the Viceroy requesting him to wire for the return of Jeme Tien You to act as Chief Engineer.

The shareholders were asked to confirm the appointment of two inspectors-general, four auditors and thirteen officers.

A further meeting was fixed on the 1st day of next moon.

None of the shareholders present said anything; they all listened and then left. Much dissatisfaction seemed to have existed.

## FIRE ON THE "TAMING."

An outbreak of fire occurred on board the China Navigation Co's Manila line steamer "Taming" last night. The flames were discovered in the No. 2 hold, where some men were at work during the day with portable forges and it is supposed to have been caused by a spark from one of these. The fire brigade was signalled for and the "Fire Floot" on arrival proceeded to flood the hold and extinguished the flames, after about fifty tons of cargo in the hold was considerably damaged.

## A GAMBLING QUARREL.

## Knives Used.

The readiness of the Filipino to resort to the use of the knife was illustrated at the Magistrate's court this morning. The case was one arising out of a gambling quarrel on board the ship "Magallanes" which is at present at the Kowloon Docks. The majority of the crew are Filipino and last night were gambling when knives were drawn and several wounds inflicted. Two men were arrested by the police and charged before Mr. H. H. J. Comports with assault. They both pleaded guilty and the affair was concisely explained by the least injured man as follows:—I owed complainant two dollars. He was worrying the life out of me for it. I told him I could not pay until we got to Manila and he became very abusive. I struck him and he drew a knife and stabbed me.

The other man said that his shipmate had drawn a knife first and he lost his temper and snatched it from him and stabbed him with it.

The man who used the knife was sentenced to three months' gaol and the other man to one month.

## COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. When in need of such a medicine, give it trial. For sale by all chemists and grocers.

## A KNOTTY POINT.

## Immunity of Naval Officers.

In the Admiralty Jurisdiction of the Supreme Court His Lordship the Chief Justice gave judgment, this morning, on the motion to dismiss the action in which the owners of the junk "Tung On Tai" and the owners of the cargo sued Arthur E. Gove, captain of the U. S. collier "Alexander" for damages caused by a collision between the two vessels in the waters of the harbour.

The Attorney General (instructed by Mr. F. B. L. Bowley), appeared in support of an application to dismiss the action; Mr. M. W. Slade (instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Motet) appeared for the plaintiffs.

The Chief Justice said:—In this case the Attorney General moved on behalf of the Crown at the instance of the Government of the United States to dismiss an action brought in the Admiralty Jurisdiction of this Court by the owners of the junk "Tung On Tai" and the owners of her cargo, against Arthur E. Gove, the commander of the U. S. S. "Alexander," in respect of a collision which occurred in the waters of the harbour. The "Alexander" is a armed public vessel, the property of the Government of the United States. The commander was in the pay and service of that Government and under the control of the Secretary to the Navy of the U. S. At the period of collision he was employed on active service conveying coal and other stores for the use of the public vessels of the U. S. Government on the East Asiatic station and at the actual time of collision he was in command of the ship engaged on such service. The ground of the Attorney General's protest is that the Court has no jurisdiction to entertain this action, this method of proceeding being based upon the course pursued by the Admiralty Adversary in the case of the "Constitution."

The circumstances of this case are however different, for whereas the suit commenced in the case of the "Constitution" was in rem for salvage services, this suit is in person, i.e., against the commander for damages in respect of a collision caused by his alleged negligent navigation and it is not, so far as I know, settled that the principle that ships of war belonging to a nation with whom this country is at peace are exempt from the civil jurisdiction of our Courts applies to the commanders of such ships when, in the alleged negligent performance of their duties, they cause damage which under other circumstances would render them liable to an action. The extrajurisdiction of foreign ships of war was considered at length in the case of the "Parliament Belge" and in the course of the judgment there are certain dicta which seem, though not in so many words, to warrant the proposition for which the learned Attorney General contended, namely, that this extrajurisdiction of the warships extended in some measure to her officers and crew. If these dicta bear this extension the commander of the "Alexander" could not be sued for acts committed by him in the course of the performance of his duty. These dicta are as follows:—Has the Admiralty Division jurisdiction in respect of a collision to proceed in rem against a ship which is at the time of the proceedings the property of a foreign sovereign, in the possession, control and employ of the sovereign by means of his commissioned officers and is a public vessel of his state? Again: the first question really raises this, whether any part of the public property of any sovereign authority is used for national purposes is not as much exempt from the jurisdiction of any Court as is the person of every sovereign? And again: A public armed ship constitutes a part of the auxiliary force of a nation, acts under the immediate and direct command of the sovereign, is employed by him in national objects. He has many and powerful motives for preventing those objects from being defeated by the interference of a foreign state. Such interference cannot take place without affecting his power and dignity; and, finally, the point and force of this argument in the "Prinz Frederik" is that the public property of every sovereign state being destined to public use cannot with reason be submitted to the jurisdiction of Courts of such states, because such jurisdiction, if exercised, must divert the public property from its destined public use and that by international comity, which provides for the equality of states, if such immunity, grounded on such reasons, exists in each state with regard to its own public property, the same immunity must be granted by each state to similar property of all other states. We may include with very little stretch of language in the term "property of the state" the services of its paid officers, and the different propositions given in this judgment, together with the reasons, seem, as I have said, to cover the question of a collision by the alleged negligence of the commander of a state vessel and show that this Court has no jurisdiction to entertain a personal action against him for damages. I use the word "error" advisedly for it may be that if they were applied without limitation to the personnel of this foreign vessel they would be far too wide. Before, therefore, I can hold this to be the law, there is a question to be considered which indeed lies on the surface—why, if the principle does apply to the officers and crew of a public ship, it does not apply to all cases, for the Attorney

General's contention was limited to actions resulting from the performance of duties; whereas the principles above stated if they apply to the officers and crew, are wide enough to cover all cases, for in all cases the result of bringing this action will be to withdraw the defendant from the efficient performance of his official duties and so interfere with the fighting efficiency of his ship. Secondly, there is the very ingenious point raised by the plaintiff's counsel, based on the whole, and especially on the concluding words of the last quotation given from the judgment in the "Parliament Belge." By international comity, if such immunity, grounded on such reasons, exists in each state with regard to its own public property the same immunity must be granted by each state to similar property of all other states. Thus, concludes the learned counsel, citing that the immunity claimed for the commander of the "Alexander" does not exist in England with regard to commanders of our own public ships, cannot be recognised as applicable to the commanders of foreign public ships. It is admitted that the commander of a British ship may be sued in an action such as the present; the principle enunciated by Lushington in the "Athol" case and cited on in subsequent cases being that in cases of tort or damage committed by vessels of the Crown, the vessels cannot be touched, but the legal responsibilities attaches to the actual wrong-doer only.

I think, with very great respect, the principle claimed from the decision of the "Prinz Frederik" needs some amplification and explanation. Whatever the rule applicable to such a case as the present may be, there can be no question that it depends upon the comity which nations observe in their relations with one another. But comity depends on mutual concessions between states and though it may be perfectly true that some of the rules which depend on comity deal with subjects which are dealt with by the municipal laws of states under analogous circumstances and dealt with more or less by such laws in an identical or similar fashion it by no means follows that the methods and principles adopted by the municipal law and the criterion of the methods and principles which ought to be adopted when a case, which depends on comity, comes for decision. Many cases dealt with by comity in much resemble cases dealt with by municipal law but beyond this it is not safe to go. There is an immunity which protects sovereignty—by English municipal law this takes the form of a maxim: "The King can do no wrong." Statutes do not bind the Crown without express reference, but there is no such maxim as "Kings can do no wrong." Foreign sovereigns are exempt from the jurisdiction of our Courts, because the exercise of such jurisdiction is inconsistent with the independence of their sovereignty, the fundamental principle of comity, the equality of independent states or, to take the converse case, there is no such rule at all in the French codes. It is to be doubted that the King of England is exempt in France from the jurisdiction of the French Courts. This illustration is sufficient to explain what I have just said. Other illustrations could I believe be found, but it is sufficient to say that so far as the rules of comity have become concrete they are based entirely on the mutual recognition of an equal independence, each state refraining from acting so as to interfere with that sovereign's independence and so far as they have not as yet become concrete the mutual recognition, when a case arises for decision, is of the spirit of the law rather than of its actual provisions. In this I see no possibility of reference in determining what action is to be taken in any given circumstances to the rule adopted by the municipal law in analogous circumstances by any state when its own sovereign or its public service is concerned. I, therefore, think that the plaintiff's contention cannot be maintained and that the principles enunciated in the "Parliament Belge" as applicable to foreign public ships, certainly are the case of the officers and crew on board, because they are under the control and employ of a foreign sovereign in national objects and because the jurisdiction of this Court, if exercised, must divert their public service from its distinct public use. I may refer in this connection to the New York Gold Mining Case, viz., *France v. The French Republic*, 346 when this Court refused to allow a writ to issue out of the jurisdiction in an action to be brought against the ambassador accredited to the French Government. The judge differed as to the ground of the refusal but it being a matter of discretion the Chief Justice said that he would leave that to the Court. It is clear, equally clear that the Court ought not to call upon a foreign ambassador in a foreign country to leave his post, and come over to this country. It would interfere with the duties he would discharge. This I believe to be a sound doctrine, but it is clear that so far the proposition is not stated. For unless it be limited in some way, as the learned Attorney General suggests, in law it arrives at something which, as stated, is not far removed from complete extrajurisdiction of foreign naval officers, putting it on a par in all respects with the extrajurisdiction of their vessel. There is complete extrajurisdiction of ambassadors, but that is a case in which the rule of comity expressed in statutory form in England has taken concrete form. But it is clear that the case of naval officers has not yet taken such form for there is no authority that I know of having decided that the immunity of a naval officer is equal to that of a diplomat. It is, I think, equally clear that no state has ever claimed such a complete immunity except in case of acts committed on board ship, but on the contrary that when their ships are in foreign waters all states recognise the necessity for their officers, while on shore, conforming to the municipal laws, and that they make no claim for their surrender in case of breaches of such laws, even though the result should be to withdraw them from their military service. This same principle applies of course to civil actions. This certainly supports the suggestion that the immunity is limited to acts done while in the performance of their duty. In order to make this analysis as complete as I am able, let us assume that while steering a man-of-war's rig during a regatta, at which the officers and sailors on board were only taking part as spectators, the

officer in charge so negligently navigated as to run down a sloop causing its owner damage, I do not believe in such a case any government would act as in this case to act, and ask for the same to be dismissed, and yet the same dicta of the Court in the "Parliament Belge" might have been pressed into this service. The common law furnishes instances of analogous cases, where masters have been held not liable for the negligence of their servants, although the negligent act was while the servant was driving his master's carriage, because the servant had gone off the route of his duty for a diversion of his own. This analogy seems to warrant this limitation to the naval officer's immunity, which was, in fact, suggested by the learned Attorney General and that it exists only so long as he is driving his master's carriage, and when it is in whole or in part under his control. But whether such immunity can be claimed by the officer himself I very much doubt.

For those reasons the motion of the Attorney General was not sustained and the action dismissed with costs.

## CORRESPONDENCE.

## PREVENTION BETTER THAN CURE.

(To the Editor of the "CHINA MAIL.")

Sir,—Every year the Government here expends an enormous sum of money in Sanitary measures for the cure of plague and other diseases. Many seem to think that there is some of this money not spent to the best advantage. At any rate both this city and Kowloon are practically without public baths. Why is some of this money not utilised in the erection of good cleanly baths and wash-houses? If, owing to the vagaries of the water supply, fresh water ones could not be made, at least commodious salt-water ones ought to be erected having such a scale of charges as to allow all Chinese to partake of them. In this way the aspirations of the Chinese against us bathing might be cautiously and wisely overcome.—Yours, etc.,

PRO BOBO PUNJICO.

## CAN NOTHING BE DONE.

(To the Editor of the "CHINA MAIL.")

Sir,—Perhaps your daily duties necessitate a constant journey through some of the streets of this city. Whether yours do or not, this is the misfortune of many. Whether the journey is made on foot or by chair and ricksha, it is all the same. If on foot there is a constant danger from the drip of filth and slush from the verandah above (some of the verandahs are not even as broad as the footpaths) or if in the middle of the road, there is a constant likelihood of the half-choked-sugar-cane sticks, lichen skins and stones or expectorations. Not long ago I watched a lady passing innocently from a chair to the footpath. Her dress received a shower bath and was temporarily, perhaps irretrievably, injured. I don't know what she said, but every feature expressed what had it been malevolent, would have been vented in the emphatic Saxon monosyllable and something more.

Can nothing be done? Does this not come under the jurisdiction of the Sanitary Board? Or is this not their "pigeon"? I would suggest that, at least, it should be compulsory for the lowest verandah in every house to have a good gutter and a down-pipe. Perhaps some of your readers could suggest a cure for the other complaint.—Yours, etc.,

HABITUALLY-UNDER-FIRE.

## DESPERATE GAOL BREAKERS.

## Several Persons Killed.

(From Our Correspondent.)

CANTON, July 7.

The District prison of San Yu last night was the scene of great confusion on Thursday last. The prisoners had been provided with firearms, presumably by their women folk, who under certain conditions are allowed to visit their husbands and sons in prison. About four o'clock in the afternoon the outbreak occurred. The prisoners first of all killed the governor. When the situation was grasped by the warders, they rushed into the yamen near by, and informed the District Magistrate named Lum. He immediately ordered that all the doors of the yamen be closed, and as the prison is within the precincts of the yamen compound, this act cut off the hope of ultimate escape. Presently, too, some soldiers were on the scene, and some of the bravest tried to scale the prison walls by means of roof ladders, but this effort was ineffectual.

The prisoners then set fire to the prison and rushed into the yamen itself. They laid hands on a number of the magistracy's family, and used them as breast-works, from behind whom they fired upon the soldiers, who were afraid to return the fire. At this juncture a drill instructor of one of the neighbouring Hok Tonga came upon the scene, and he made a plunge through the line of women used as a bulwark and fired directly five shots from his revolver into the ranks of the prisoners. This seems to have disconcerted the men, and in the momentary confusion the soldiers rushed in and captured nine of them.

It is said that there were seventy in the prison at the time of the outbreak. Of these two were killed. Some were wounded and others were captured. Presumably the nine were their escapees.

Among the captured, there were two of the leaders, Tai A. Yui and Lau A. Sang. They received what the Chinese call "straight law," and the French, coup de grace, for on the spot without trial or waiting for their hands were struck off by the soldiers' swords. No special reason is assigned for the outbreak except the desire for freedom and the aversion to bondage.

## HONGKONG PRESS PROHIBITED.

## Canton Viceroy's Order.

Last night, the native press in Hongkong were in receipt of telegrams from Canton stating that the Viceroy has given instructions to the Police ordering the arrest of any person selling Hongkong papers.

Upon receipt of this information a meeting of the Press Association was at once called. It was proposed to take steps at Peking with a view to having the Viceroy's instructions cancelled.

Pending further instructions from Canton, it was decided to meet again to day. What is the reason for the action of the Canton authority is not yet known, but it is presumed that the officials do not like the exposure of the proceedings of the meeting of the Canton-Hankow Railway which was held at the Governor's yamen on Saturday. A summary of the meeting appears in another column.

## A ROYAL VISITOR.

## Arrival of Prince Tsai-Tse.

There was a large number of people present at Blake Pier at noon to day when His Imperial Highness Prince Tsai-Tse, chief of the Chinese Commission which has been abroad studying foreign institutions arrived in the Colony.

The Prince was given an official reception, a guard of honour from the Royal West Kent Regiment being drawn up on the Pier where the West Kent's band was stationed. The approaches to the Pier were under the control of the police, but the number of people was not such as to necessitate any attention.

Punctually at noon His Highness, accompanied by the members of his party, and Tsai-Tse, the Canton Viceroy's Foreign Secretary, left the French Mail steamer "Armand Belie" and the fact was proclaimed by a royal salute fired from the battery at Blackhead's Point. Captain Coleman, His Excellency the Governor's A. D. C., and Captain Armstrong, Hon. A. D. C., had previously proceeded on board and conducted the party ashore.

As soon as the Prince landed the band struck up the somewhat unusual air of the Chinese National anthem, and the party having taken the chairs that were provided left for Government House where, on arrival, they were received by His Excellency the Governor.

The Prince was subsequently entertained at an official luncheon to which His Excellency had invited about fifty prominent officials and residents and members of the Consular body to be present. The West Kent band was again in attendance and played an appropriate programme of music.

Those present at the luncheon were:—H. E. the Governor (Sir Matthew Nathan, K.C.M.G.), H. I. H. Prince Tsai-Tse, H. E. Chang Nien Tao, H. E. Li Ching Tao, H. E. Major General Villiers Hutton, O.B., Hon. Rt. Rev. the Bishop of Victoria, Commodore H. P. Williams, His Honour Mr. Justice Wise, Hon. Colonial Secretary (Mr. T. S. Berkeley), Hon. Colonial Treasurer (Mr. A. M. Thomson), Hon. Mr. W. Chatham, Hon. the Harbour Master (Capt. L. A. W. Barnes-Lawrence, R.N.), Hon. Sir Paul Carter, Hon. Mr. L. A. M. Johnston, Colonel Darling, R.E., Hon. Registrar-General (Mr. A. W. Brewin), Hon. Dr. Ho Kah, Hon. Dr. F. Clark, Hon. Mr. Wei Yuk, Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewitt, Mr. A. P. Wilder (Consul-General for U.S.A.), Mr. Gaston Liebert (Consul for France), Lt.-Col. Fitton, the Consul for Sweden, Lt.-Col. Aitken, Rev. Father de Maria, Mr. Woodward, R.N., Rev. A. G. Stevens, Lt.-Col. Sparkes, Mr. E. A. Irving, Consul for Austria-Hungary, Consul for Belgium, Consul-General for the Netherlands, Consul-General for Portugal, Consul for Spain, Dr. F. Krueger (Imperial German Consul, Lieut. Col. Seymour, Mr. A. Seth, Dr. Bateson, Wright, Mr. A. Hunter, Consul-General for Panama, Imperial Japanese Consul, Mr. F. J. Badesley (Capt. Supt. of Police), Consul for Norway, Mr. H. R. Phillips, Mr. D. R. Law, Cap. Smith, A.D.C., Mr. Cooper, A.D.C., and another A.D.C.

From *Who's Who in the Far East* we learn that Duke Tsai-Tse, who is one of the Imperial Clansmen, was appointed Deputy Lieutenant-General of the Plain Blue Banner Corps in March 1901, and Captain General of the Bordered Yellow Banner Corps in November 1905.

It was in connection with the Travelling Commission for the investigation of Foreign Parliamentary Governments, however, that Duke Tsai-Tse was brought prominently before the notice of the world, as he was selected as one of the Commissioners in 1906. He was one of those injured by the bomb, which was thrown at the railway station as the commission was about to set out from Peking, and in connection with this incident it is recorded that the Duke, though pressed by his family to resign his Commission, refused, remarking that he would willingly die if his death would give to China Constitutional Government. The injury received by the bomb explosion was only slight and he soon recovered, and together with the other Commissioners set forth on the mission in due course.

It is a matter of recent history how they were received in England. Duke Tsai-Tse was received by King Edward VII at London on May 10, and was honoured by both Oxford and Cambridge Universities, receiving the degree of D. C. L. from the former and LL. D. from the latter.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 9th at 11.30 a.m. Barometric changes are unimportant. Pressure is lowest over the interior of China, and highest to the E. of Japan in the North, and over the China Sea in the South.

Moderate S. winds are indicated in the Formosa Channel and the E. part of the China Sea. Forecast:—Moderate S. winds; fair.

## SOCIAL AND PERSONAL.

We understand that, by mutual agreement, the Great Northern Steamship agency has been taken out of the hands of the Nippon Yusen Kaisha and that Mr. J. S. Van Buren has been placed in charge of the local branch. Mr. Van Buren has been acting as agent for some time past.

Prince Su, who is referred to in the Peking telegrams to-day is better known as Shao-Chi, and belongs to one of the eight princely families. *Who's Who in the Far East* states that his present post is that of Commandant of the eight Banner Corps stationed at the Summer Palace and also of the Rifle Corps of the Imperial Guards. He was appointed to these commands in Feb. last.

General Teranishi, the Japanese War Minister, has received the insignia of the Grand Cordon of the Red Eagle from the Kaisha. It is now stated that the same decoration has been conferred by the Kaiser upon Marshal Nodzu, and General Viscount Kodama. The 2nd class of the Red Eagle has been bestowed upon Major-Generals Nagatsuma and Uehara, and Colonel Tachibana.

Mr. K. Ma nada, local representative of the Tokyo Kiwan Kaisha, has returned to the Colony after a holiday spent in Japan. Mr. Matsuda is a keen observer and declares that he found many changes in Japan since he last visited his home before the war. Notably, he comments, labour and the cost of living are considerably dearer and the people are everywhere anxious to take up Western ideas. This advance in prices, notwithstanding money is much cheaper in Japan than formerly, is the result of the country dealing in the International market, and he found that capitalists, who, before the war, wanted eight to ten per cent on their money are now satisfied with six. In many other directions he also finds Japan much changed and considers it still a problem how many of the innovations will work out.

The many friends of the Rev. H. B. Price will, says the *Kobe Herald*, regret to learn that at 2.20 a.m. on June 27 he departed this life at St. Luke's Hospital, Tokyo. Mr. Price had laboured for about twenty years in connection with the work of the Southern Presbyterian Mission in Japan and for about eight years of that time in Kobe and Higo. While living in Kobe he took a most active interest in the affairs of the Union Church, and in addition to his missionary work acceptably filled the position of Acting Pastor. A year ago last January he left Kobe for the Homeland, where he busied himself making addresses on Mission work in Japan, and in other religious endeavours. Mr. and Mrs. Price reached Japan on their return last Tuesday week by the s.s. "Dakota." Two days before reaching Yokohama Mr. Price was taken ill, and on arriving there he proceeded at once to the hospital in Tsukiji, Tokyo, instead of continuing the journey on to Kobe. From the news that has reached us we conclude that Mr. Price was carried away by an acute attack of gastritis and appendicitis, from both of which we are told that he was suffering. The sympathy of their many friends here in Kobe will go out to the bereaved widow in this hour of sadness.

## BY WHARF AND WAVE.

A Port Arthur telegram to the *Mainichi* states that the cruiser "Chikuma" left there for Sasebo on June 25 at one o'clock, towing the former Russian second class cruiser "Pallada," now the "Taigun."

It is stated that the N.Y.K. has chartered the steamer "Kanjia Maru" (1680 tons) from the Sakado S.S. Company, and will place her on the Hongkong-Bangkok line which is being run in competition with the N.D.L. She left Kobe on June 28 for Hongkong. It is also reported that the N.Y.K. is negotiating for the charter of a foreign steamer of about 2,000 tons, to run between Sasebo and Bangkok. If the vessel is secured, there will be weekly trips each way between these two ports.

Reference is made, in our report of the meeting in connection with the Canton-Hankow railway, to Jeme Tien-Yu. *Who's Who in the Far East* states that Jeme Tien-Yu is also known as Chai Tien-Yu and is an Associate Member of the Institute of Civil Engineers, London. He was educated at Yale University and the Sheffield Scientific Department. In 1879 he was member of the Chinese Educational Mission to America. Latterly he has been Special Adviser on railway affairs to the Shanghai (Treasury) and has been superintending the construction of the Peking-Changchikou railway.

London advices to Japan state that an arrangement has been practically closed, whereby the Brookbank steamers have been taken over by Messrs. Jenkins and Co., Ltd., and will in future be worked in conjunction with the "Shire" steamers, of which Messrs. Samuel, Samuel and Co. are the agents. Full particulars are not yet to hand but the steamers will in all probability be operated homeward via Calcutta, where Messrs. Brookbank and Co., Ltd., have large interests. The Brookbank steamers are as follows:—S.S. "Amber," 2889 tons; "Bengali," 3680; "Gaskwa," 2786; "Maharata," 3688; "Marwar," 3623; "Pindari," 3696.

The London Post Office is among the most profitable businesses in England, with an outlay of £10,000,000 it makes a profit of nearly £1,000,000 sterling.

## NEW CONNAUGHT HOTEL.

## HIGH-CLASS HOTEL.

## UNDER STRICTLY AMERICAN MANAGEMENT.

## HOT AND COLD WATER THROUGHOUT.

## TABLE D'HOTE, CUISINE EXCELLENT.

## COMMODIOUS ROOMS WITH EVERY COMFORT.

## For Terms, apply to

A. W. SHATON, Manager.

Hongkong, April 12, 1906. 700

## ROBINSON PIANO-COMPANY, Ltd.

## NEW PIANOS.

\$70 Cash.

AND 12 PAYMENTS OF \$20 EACH.

OF \$385 Cash.

GREAT STRENGTH AND SUPERIOR TO ANYTHING IN THE COLONY.

## STEINWAY, BECHSTEIN,

KRAUSS, HAAKE,

HOPKINSON,

WINKELMAN

ON CORRESPONDING TERMS.

## BABY GRANDS

AND

## PIANOLAS.

## WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

## BAKERS AND CONFECTIONERS.

## REFRESHMENTS

for the

HOT SEASON.

## ASSORTED ICE CREAMS

always on hand.

## ICE CREAM SODA.

## ICEED SODA WITH

Fresh Lemon Juice,	Raspberry Juice,
Strawberry " "	Vanilla " "
Pine Apple " "	Rod Berry " "
Lime " "	Bergamot Pear " "
Sarsaparilla " "	Ginger " "
and Apricot Juice.	

Hongkong, May 28, 1906. 688

## THIS SPACE HAS BEEN

RESERVED

BY

## KING BROTHERS,

3, New London Street,

LONDON, E.C.

Hongkong, January 4, 1904. 20-1

## SEASONABLE WINES.

LIGHT HOOKS	Per Dozen
WHITE WINES	... \$8.50 to \$28.00
CLARETS	... 4.75 to 48.00
ST. LEON TONIC	... 22.00



## Shipping.

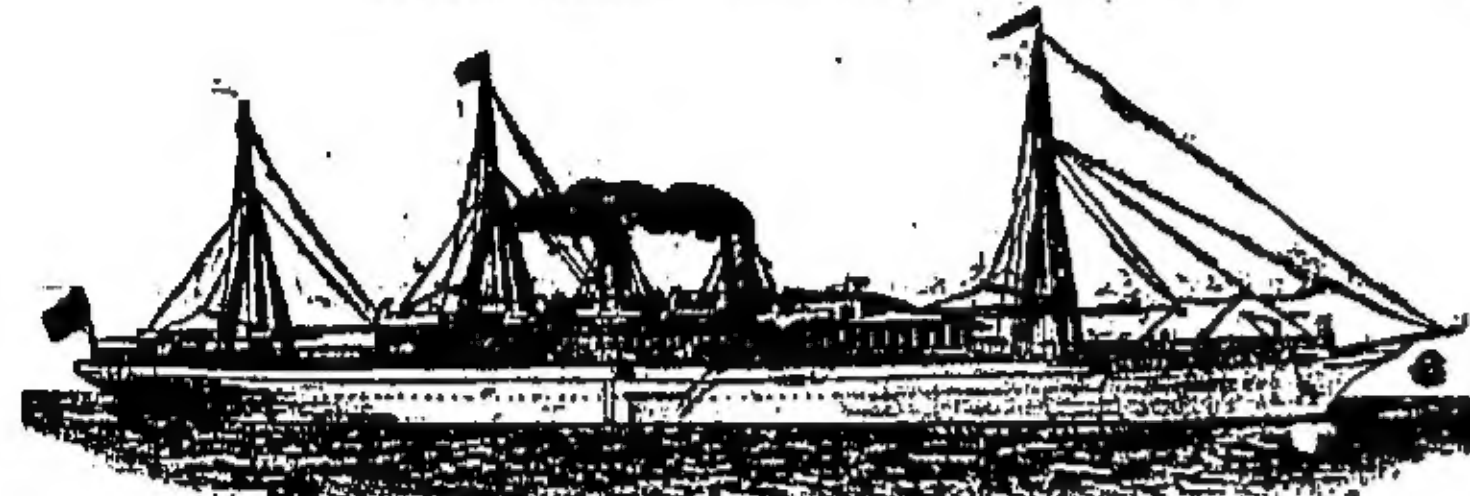
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, DELHI, 8000 tons...	About 12th July	Freight and Passage.
LONDON, DELTA, 8000 tons...	Noon, 14th July	See Special Advertisement.
LONDON & ANTWERP, VIA S'PORE, PANG, C'BO, PORT SAID AND MESSINA, E. B. S. NOTLEY...	About 19th July	Freight and Passage.
YOKOHAMA, VIA SHAL, MOJI AND KOBE, SUNDA, G. M. MONTGOMERY, R.N.R.	About 22nd July	Freight and Passage.

E. A. HEWITT, Superintendent

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 12 Days across the Pacific to the 'EMPERESS LINE' SAVING 3 TO 7 DAYS OCEAN TRAVEL TO DAYS YOKOHAMA TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER.
EMPERESS OF JAPAN, 8000 TONS	WEDNESDAY, July 11	Aug. 1
MONTREAL, 5500 TONS	WEDNESDAY, July 18	Aug. 11
EMPERESS OF CHINA, 8000 TONS	WEDNESDAY, Aug. 1	Aug. 22
TARTAR, 4425 TONS	WEDNESDAY, Aug. 8	Sept. 1
EMPERESS OF INDIA, 8000 TONS	WEDNESDAY, Aug. 20	Sept. 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAIN, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

From Hongkong to London, 1st Class, via St. Lawrence £80. via New York £82. Intermediate on Steamers, £40. and 1st Class Rail, £42.

R.M.S. MONTREAL, TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, apply to D. W. CRADDOCK, Acting General Agent, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Tons 6,186, Capt. H. Fraser.	FRIDAY, 13th July, at Daylight.
VICTORIA, B.O. AND SEATTLE, WASH., VIA KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	IYO MARU, Tons 6,320.	WEDNESDAY, 25th July, at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KANAGAWA MARU, Tons 6,169.	WEDNESDAY, 8th Aug., at Daylight.
BOMBAY, VIA SINGAPORE AND COLOMBO.	KAKI MARU, Tons 6,444.	MONDAY, 23rd July, at 4 p.m.
	KUMANO MARU, Tons 5,076, Capt. W. Hunter.	FRIDAY, 19th July, at 4 p.m.
	YAWATA MARU, Tons 5,817, Capt. W. Townsend.	FRIDAY, 10th August, at 4 p.m.
	BOMBAY MARU, Tons 4,826.	TUESDAY, 17th July, at Noon.

\* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

15,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANKS	On SATURDAY, 21st July, at Noon.
'MINNESOTA', Captain J. H. RINDER	On FRIDAY, 7th Sept., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

These Pacific Cable passages may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cable passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

## Shipping.

## OCEAN STEAM SHIP COMPANY, LIMITED

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ALCIBIDES	12th July.
GLASGOW AND LIVERPOOL	ALCIBIDES	20th "
GLASGOW AND LIVERPOOL	ALCIBIDES	28th "
GLASGOW AND LIVERPOOL	ALCIBIDES	2nd August.
GLASGOW AND LIVERPOOL	ALCIBIDES	10th "
GLASGOW AND LIVERPOOL	ALCIBIDES	18th "
GLASGOW AND LIVERPOOL	ALCIBIDES	26th "
GLASGOW AND LIVERPOOL	ALCIBIDES	3rd "
GLASGOW AND LIVERPOOL	ALCIBIDES	11th "
GLASGOW AND LIVERPOOL	ALCIBIDES	19th "
GLASGOW AND LIVERPOOL	ALCIBIDES	27th "
GLASGOW AND LIVERPOOL	ALCIBIDES	4th "
GLASGOW AND LIVERPOOL	ALCIBIDES	12th "
GLASGOW AND LIVERPOOL	ALCIBIDES	20th "
GLASGOW AND LIVERPOOL	ALCIBIDES	28th "
GLASGOW AND LIVERPOOL	ALCIBIDES	5th "
GLASGOW AND LIVERPOOL	ALCIBIDES	13th "
GLASGOW AND LIVERPOOL	ALCIBIDES	21st "
GLASGOW AND LIVERPOOL	ALCIBIDES	29th "

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th July.
* GENOA, MARSEILLES & LIVERPOOL	TEUCER	24th "
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	31st "
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	7th August.
* GENOA, MARSEILLES & LIVERPOOL	TEUCER	14th "
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	21st "
HAVRE, ROTTERDAM & LIVERPOOL	ALCIBIDES	28th "
	ALCIBIDES	3rd "

## TRANS-PACIFIC SERVICE.

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	TEUCER	4th August.
	TEUCER	1st September.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	TEUCER	14th August.
	TEUCER	15th August.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FROM	STEAMERS	TO SAIL
SHANGHAI	KALAN	10th July.
MANILA	TAMING	10th July.
AMOI & SHANGHAI	YOKOHAMA	10th July.
SWATOW, WU-HAI-WEI, CHEFOO	HUICHOW	12th July.
AND TIENTSIN	LIANGSOW	14th July.
SHANGHAI	TEAN	17th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINOTU	18th July.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2640	P. Rodget	Manila Direct.	SATURDAY, 14th July, at 12 o'clock Noon.
RUBI	2640	R. Almond	Manila Direct.	21st July, at 12 o'clock Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL. (WITH LIAISON TO OIL AT THE MALABAR COAST).

STEAMERS	TO SAIL
S.S. ANGIO SAXON	About 10th July, 1906.
S.S. JOHN HARDIE	About 20th August, 1906.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

GLEN LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship GLENESSE. Captain J. R. RYAN, will be despatched as above on or about TUESDAY, the 10th of August.

For Freight and Passage, apply to McCREGOR BROS. &amp; CO., Hongkong, June 16, 1906.

THE ORIENTAL PACIFIC LINE. FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship DAKOTAH. will be despatched for the above ports on or about FRIDAY, the 10th of August.

For freight and further particulars, apply to SHEWAN, TOMES &amp; CO., Agents. Hongkong, June 28, 1906.

## Shipping.

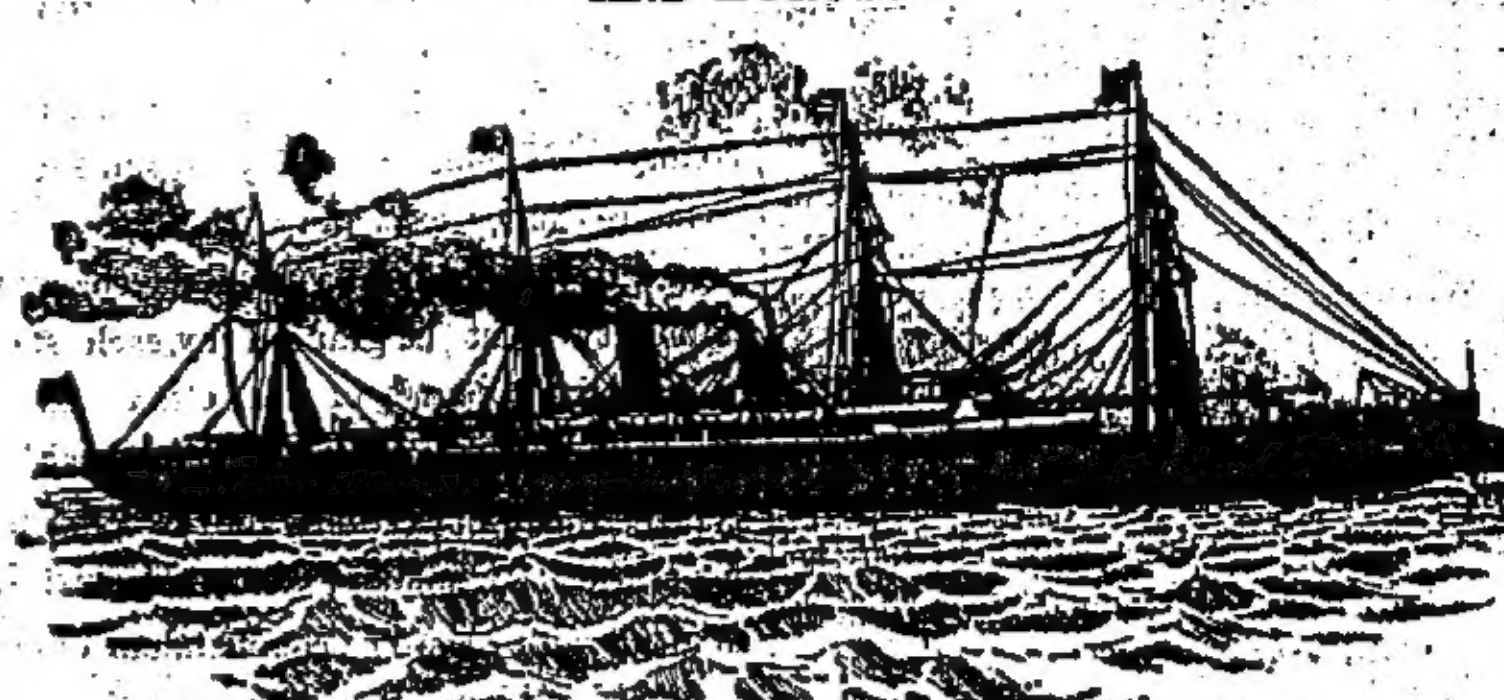
## PACIFIC MAIL S.S. CO.

## OCCIDENTAL AND ORIENTAL S.S. CO.

## TOYO KISEN KAISHA.

## U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
* HONGKONG MARU 11,000 Gross Tons	TUESDAY	17th July, at Noon.
* KOREA 18,000	TUESDAY	24th July, at Noon.
* COPTO 9,000	FRIDAY	27th July, at Noon.
* SIBERIA 18,000	FRIDAY	3rd Aug., at Noon.
* AMERICA MARU 11,000	FRIDAY	at Noon.
* MONGOLIA 27,000	TUESDAY	at Noon.
* OCEAN MARU 11,000	TUESDAY	at Noon.
* NIPPON MARU 11,000	TUESDAY	at Noon.
* DORIO 8,000	TUESDAY	at Noon.
* MANCHURIA 27,000	FRIDAY	at Noon.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via S. S. KOREA, 18,000 tons. September 15-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, via S. S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, via S. S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-21st, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 17th July, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

### MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles (Brindisi)	LONDON
Colombo		Marseilles & London	(2 days earlier)	(1 day later)
DELTA	10000	BRITANNIA	10000	Sunday, Aug. 12
DEVANHA	8000	VIKTORIA	10000	Aug. 13
MOLDAVIA	10000	VIKTORIA	10000	Aug. 26
DELTA	8000	VIKTORIA	10000	Sept. 9
DELTA	8000	VIKTORIA	10000	Sept. 23
DELTA	8000	VIKTORIA	10000	Oct. 7
DELTA	8000	VIKTORIA	10000	Oct. 21
DELTA	8000	VIKTORIA	10000	Oct. 28
DELTA	8000	VIKTORIA	10000	Nov. 10
DELTA	8000	VIKTORIA	10000	Nov. 17
DELTA	8000	VIKTORIA	10000	Nov. 24
DELTA	8000	VIKTORIA	10000	Dec. 1
DELTA	8000	VIKTORIA	10000	Dec. 8
DELTA	8000	VIKTORIA	10000	Dec. 15
DELTA	8000	VIKTORIA	10000	Dec. 22

\* The "Oman" proceed through, and take passengers for Marseilles and London without transshipment at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

\* Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

\* In addition to the above Mail Steamers the following—

#### INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

### LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Hongkong	Due at London
	about	about
JAPAN	July 19	Sept. 1
SARDINIA	Augt. 1	Sept. 17
NUBIA	Augt. 15	Oct. 1
SUNDA	Augt. 29	Oct. 15
JAVA	Sept. 12	Oct. 29
MANILA	Sept. 26	Nov. 9
NILE	Oct. 10	Nov. 23
PALAWAN	Oct. 24	Dec. 7
SUMATRA	Nov. 7	Dec. 21
SARDINIA	Nov. 21	Jan. 4
NAMUR	Dec. 5	Jan. 18
BORNEO	Jan. 19	Feb. 1



# ROBBERS AT YING-TAK.

## Hongkong Party Attacked.

Ying-tak (North River), July 8. Another robbery has taken place in the vicinity of Ying-tak. The victims on this occasion were Hongkong residents, Mr. and Mrs. Wing (an American) who were visiting Po-lo-hang on business.

They left Hongkong early last week to look after their interests in a quarry close to Po-lo-hang, and apparently the robbers surmised this. Early on the morning of July 4 their house was attacked by a band of armed men who quickly overcame all resistance and obtained an entrance. They obtained Mr. Wing's money and took the whole of his, Mrs. Wing's and her son's personal belongings. So thorough, indeed, were the robbers that they left Mrs. Wing with nothing more than one skirt and a hat, and she had eventually to clothe herself in a Chinese costume.

The authorities took the matter in hand, on a report being made, and the following day one of the robbers was arrested and identified. He was discovered to be one of a gang of robbers who have preyed on the inhabitants of the district for a long time past and is said to have been responsible for many robberies.

# CHOLERA AT MANILA.

According to the Manila *Obiservador* of July 1 there were seventy-eight cases of cholera, the majority of the sufferers found dead in their houses, during the past fifteen days in the city of Manila. On the 15th there was one solitary case and this was increased to four on the 16th, the same number on the 17th and dropping to three on the 18th and two on the 19th. The following day there were three cases and the next day five. By the 26th the number dropped to one but shot up suddenly to 11 on the 27th, dropping to three on the 28th and rising again to 15 on the 29th and to 16 known cases by ten o'clock last evening. Of the 16 known cases recorded for yesterday in Manila no less than two were found dead in their houses. Among these were some children, one being only four months old, another 15 and still another 20 months old.

While the cholera situation does not look very hopeful in the city of Manila, Dr. Heiser, in whom the intelligent public has absolute confidence, assured a representative of the *Obiservador* that there was really no fear from the disease as long as everyone took reasonable care with their food and drink.

# China Coast Meteorological Register.

July 8.—at 4 p.m.

Station.	Bar.	Therm.	Humid.	Wind.	Weather.
Vietnam.	30.08	80	85	SE 4	Cloudy
Hakodadi.	30.05	80	85	SE 4	Cloudy
Tokio.	30.02	80	85	SE 4	Cloudy
Yokohama.	30.02	80	85	SE 4	Cloudy
Kobe.	30.02	80	85	SE 4	Cloudy
Manila.	30.02	80	85	SE 4	Cloudy
Shanghai.	30.02	80	85	SE 4	Cloudy
Amoy.	30.02	80	85	SE 4	Cloudy
Swatow.	30.02	80	85	SE 4	Cloudy
Canton.	30.02	80	85	SE 4	Cloudy
Hongkong.	30.02	80	85	SE 4	Cloudy
Yokohama.	30.02	80	85	SE 4	Cloudy
Kobe.	30.02	80	85	SE 4	Cloudy
Manila.	30.02	80	85	SE 4	Cloudy
Shanghai.	30.02	80	85	SE 4	Cloudy
Amoy.	30.02	80	85	SE 4	Cloudy
Swatow.	30.02	80	85	SE 4	Cloudy
Canton.	30.02	80	85	SE 4	Cloudy
Hongkong.	30.02	80	85	SE 4	Cloudy

July 9.—at 10 a.m.

Station.	Bar.	Therm.	Humid.	Wind.	Weather.
Vietnam.	30.08	80	85	SE 4	Cloudy
Hakodadi.	30.05	80	85	SE 4	Cloudy
Tokio.	30.02	80	85	SE 4	Cloudy
Yokohama.	30.02	80	85	SE 4	Cloudy
Kobe.	30.02	80	85	SE 4	Cloudy
Manila.	30.02	80	85	SE 4	Cloudy
Shanghai.	30.02	80	85	SE 4	Cloudy
Amoy.	30.02	80	85	SE 4	Cloudy
Swatow.	30.02	80	85	SE 4	Cloudy
Canton.	30.02	80	85	SE 4	Cloudy
Hongkong.	30.02	80	85	SE 4	Cloudy
Yokohama.	30.02	80	85	SE 4	Cloudy
Kobe.	30.02	80	85	SE 4	Cloudy
Manila.	30.02	80	85	SE 4	Cloudy
Shanghai.	30.02	80	85	SE 4	Cloudy
Amoy.	30.02	80	85	SE 4	Cloudy
Swatow.	30.02	80	85	SE 4	Cloudy
Canton.	30.02	80	85	SE 4	Cloudy
Hongkong.	30.02	80	85	SE 4	Cloudy

F. G. FROO, First Assistant.

Hongkong Observatory, July 8, 1906.

1. Barometer, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.

2. Thermometer in the shade, in degrees Fahrenheit.

3. Thermometer in the sun, in degrees Fahrenheit.

4. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

5. Rain, in inches, according to the standard gauge.

6. State of sky, according to the standard code.

7. Direction and force of wind, in degrees and miles per hour.

8. Direction and force of surface current, in degrees and miles per hour.

9. Direction and force of bottom current, in degrees and miles per hour.

10. Name of vessel, name and rank of commanding officer, and name and position of observer.

11. Name of vessel, name and rank of commanding officer, and name and position of observer.

12. Name of vessel, name and rank of commanding officer, and name and position of observer.

# To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAITAN.

Captain J. B. Rogers will be despatched for the above Ports on WEDNESDAY, the 11th July, at 3 p.m.

For Freight or Passage, apply to

DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, July 9, 1906.

1383

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship NAMANG.

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or re-shipment on board after 4 p.m. on WEDNESDAY, the 11th July, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, July 9, 1906.

1385

NOTICE TO CONSIGNEES.

STEAMER ARMAND BRHO.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON

ex a.s. *Ormes* and *Malapan*; from BOMBAY

ex a.s. *Cambray*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 18th July, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 18th July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 9, 1906.

1384

# EXCHANGE.

Hongkong, July 9, 1906.

On London—

Bank, wire, ———— 2/11

On demand, ———— 2/11

30 days' sight, ———— 2/11

4 months' sight, ———— 2/11

Documentary, 4 months' sight, ———— 2/11

In Paris—

On demand, ———— 2/11

On 4 months' sight, ———— 2/11

On 3 months' sight, ———— 2/11

On 6 months' sight, ———— 2/11

On 9 months' sight, ———— 2/11

On 12 months' sight, ———— 2/11

On 15 months' sight, ———— 2/11

On 18 months' sight, ———— 2/11

On 21 months' sight, ———— 2/11

On 24 months' sight, ———— 2/11

On 27 months' sight, ———— 2/11

On 30 months' sight, ———— 2/11

On 33 months' sight, ———— 2/11

On 36 months' sight, ———— 2/11

On 39 months' sight, ———— 2/11

On 42 months' sight, ———— 2/11

On 45 months' sight, ———— 2/11

On 48 months' sight, ———— 2/11

On 51 months' sight, ———— 2/11

On 54 months' sight, ———— 2/11

On 57 months' sight, ———— 2/11

On 60 months' sight, ———— 2/11

On 63 months' sight, ———— 2/11

On 66 months' sight, ———— 2/11

On 69 months' sight, ———— 2/11

On 72 months' sight, ———— 2/11

On 75 months' sight, ———— 2/11

On 78 months' sight, ———— 2/11

On 81 months' sight, ———— 2/11

On 84 months' sight, ———— 2/11

On 87 months' sight, ———— 2/11

On 90 months' sight, ———— 2/11

On 93 months' sight, ———— 2/11

On 96 months' sight, ———— 2/11

On 99 months' sight, ———— 2/11

On 102 months' sight, ———— 2/11

On 105 months' sight, ———— 2/11

On 108 months' sight, ———— 2/11

On 111 months' sight, ———— 2/11

On 114 months' sight, ———— 2/11

On 117 months' sight, ———— 2/11

On 120 months' sight, ———— 2/11

On 123 months' sight, ———— 2/11

On 126 months' sight, ———— 2/11

On 129 months' sight, ———— 2/11

On 132 months' sight, ———— 2/11

On 135 months' sight, ———— 2/11

On 138 months' sight, ———— 2/11

On 141 months' sight, ———— 2/11

On 144 months' sight, ———— 2/11

On 147 months' sight, ———— 2/11

On 150 months' sight, ———— 2/11

On 153 months' sight, ———— 2/11

On 156 months' sight, ———— 2/11

On 159 months' sight, ———— 2/11

On 162 months' sight, ———— 2/11

On 165 months' sight, ———— 2/11

On 168 months' sight, ———— 2/11

On 171 months' sight, ———— 2/11

On 174 months' sight, ———— 2/11

On 177 months' sight, ———— 2/11

On 180 months' sight, ———— 2/11

# STEAMERS PASSED SUEZ CANAL.

(SUFFICIENT THROUGH ROUTE).

July 7.

Machao, Tenkai, June 1; Manila, 8; Benares, Bhatnagar, 12; Polychemus, 13; Bhatnagar, 14; Bhatnagar, 15; Bhatnagar, 16; Bhatnagar, 17; Bhatnagar, 18; Bhatnagar, 19; Bhatnagar, 20; Bhatnagar, 21; Bhatnagar, 22; Bhatnagar, 23; Bhatnagar, 24; Bhatnagar, 25; Bhatnagar, 26; Bhatnagar, 27; Bhatnagar, 28; Bhatnagar, 29; Bhatnagar, 30; Bhatnagar, 31; Bhatnagar, 32; Bhatnagar, 33; Bhatnagar, 34; Bhatnagar, 35; Bhatnagar, 36; Bhatnagar, 37; Bhatnagar, 38; Bhatnagar, 39; Bhatnagar, 40; Bhatnagar, 41; Bhatnagar, 42; Bhatnagar, 43; Bhatnagar, 44; Bhatnagar, 45; Bhatnagar, 46; Bhatnagar, 47; Bhatnagar, 48; Bhatnagar, 49; Bhatnagar, 50; Bhatnagar, 51; Bhatnagar, 52; Bhatnagar, 53; Bhatnagar, 54; Bhatnagar, 55; Bhatnagar, 56; Bhatnagar, 57; Bhatnagar, 58; Bhatnagar, 59; Bhatnagar, 60; Bhatnagar, 61; Bhatnagar, 62; Bhatnagar, 63; Bhatnagar, 64; Bhatnagar, 65; Bhatnagar, 66; Bhatnagar, 67; Bhatnagar, 68; Bhatnagar, 69; Bhatnagar, 70; Bhatnagar, 71; Bhatnagar, 72; Bhatnagar, 73; Bhatnagar, 74; Bhatnagar, 75; Bhatnagar, 76; Bhatnagar, 77; Bhatnagar, 78; Bhatnagar, 79; Bhatnagar, 80; Bhatnagar, 81; Bhatnagar, 82; Bhatnagar, 83; Bhatnagar, 84; Bhatnagar, 85; Bhatnagar, 86; Bhatnagar, 87; Bhatnagar, 88; Bhatnagar, 89; Bhatnagar, 90; Bhatnagar, 91; Bhatnagar, 92; Bhatnagar, 93; Bhatnagar, 94; Bhatnagar, 95; Bhatnagar, 96; Bhatnagar, 97; Bhatnagar, 98; Bhatnagar, 99; Bhatnagar, 100; Bhatnagar, 101; Bhatnagar, 102; Bhatnagar, 103; Bhatnagar, 104; Bhatnagar, 105; Bhatnagar, 106; Bhatnagar, 107; Bhatnagar, 108; Bhatnagar, 109; Bhatnagar, 110; Bhatnagar, 111; Bhatnagar, 112; Bhatnagar, 113; Bhatnagar, 114; Bhatnagar, 115; Bhatnagar, 116; Bhatnagar, 117; Bhatnagar, 118; Bhatnagar, 119; Bhatnagar, 120; Bhatnagar, 121; Bhatnagar, 122; Bhatnagar, 123; Bhatnagar, 124; Bhatnagar, 125; Bhatnagar, 126; Bhatnagar, 127; Bhatnagar, 128; Bhatnagar, 129; Bhatnagar, 130; Bhatnagar, 131; Bhatnagar, 132; Bhatnagar, 133; Bhatnagar, 134; Bhatnagar, 135; Bhatnagar, 136; Bhatnagar, 137; Bhatnagar, 138; Bhatnagar, 139; Bhatnagar, 140; Bhatnagar, 141; Bhatnagar, 142; Bhatnagar, 143; Bhatnagar, 144; Bhatnagar, 145; Bhatnagar, 146; Bhatnagar, 147; Bhatnagar, 148; Bhatnagar, 149; Bhatnagar, 150; Bhatnagar, 151; Bhatnagar, 152; Bhatnagar, 153; Bhatnagar, 154; Bhatnagar, 155; Bhatnagar, 156; Bhatnagar, 157; Bhatnagar, 158; Bhatnagar, 159; Bhatnagar, 160; Bhatnagar, 161; Bhatnagar, 162; Bhatnagar, 163; Bhatnagar, 164; Bhatnagar, 165; Bhatnagar, 166; Bhatnagar, 167; Bhatnagar, 168; Bhatnagar, 169; Bhatnagar, 170; Bhatnagar, 171; Bhatnagar, 172; Bhatnagar, 173; Bhatnagar, 174; Bhatnagar, 175; Bhatnagar, 176; Bhatnagar, 177; Bhatnagar, 178; Bhatnagar, 179; Bhatnagar, 180; Bhatnagar, 181; Bhatnagar, 182; Bhatnagar, 183; Bhatnagar, 184; Bhatnagar, 185; Bhatnagar, 186; Bhatnagar, 187; Bhatnagar, 188; Bhatnagar, 189; Bhatnagar, 190; Bhatnagar, 191; Bhatnagar, 192; Bhatnagar, 193; Bhatnagar, 194; Bhatnagar, 195; Bhatnagar, 196; Bhatnagar, 197; Bhatnagar, 198; Bhatnagar, 199; Bhatnagar, 200; Bhatnagar, 201; Bhatnagar, 202; Bhatnagar, 203; Bhatnagar, 204; Bhatnagar, 205; Bhatnagar, 206; Bhatnagar, 207; Bhatnagar, 208; Bhatnagar, 209; Bhatnagar, 210; Bhatnagar, 211; Bhatnagar, 212; Bhatnagar, 213; Bhatnagar, 214; Bhatnagar, 215; Bhatnagar, 216; Bhatnagar, 217; Bhatnagar, 218; Bhatnagar, 219; Bhatnagar, 220; Bhatnagar, 221; Bhatnagar, 222; Bhatnagar, 223; Bhatnagar, 224; Bhatnagar, 225; Bhatnagar, 226; Bhatnagar, 227; Bhatnagar, 228; Bhatnagar, 229; Bhatnagar, 230; Bhatnagar, 231; Bhatnagar, 232; Bhatnagar, 233; Bhatnagar, 234; Bhatnagar, 235; Bhatnagar, 236; Bhatnagar, 237; Bhatnagar, 238; Bhatnagar, 239; Bhatnagar, 240; Bhatnagar, 241; Bhatnagar, 242; Bhatnagar, 243; Bhatnagar, 244; Bhatnagar, 245; Bhatnagar, 246; Bhatnagar, 247; Bhatnagar, 248; Bhatnagar, 249; Bhatnagar, 250; Bhatnagar, 251; Bhatnagar, 252; Bhatnagar, 253; Bhatnagar, 254; Bhatnagar, 255; Bhatnagar, 256; Bhatnagar, 257; Bhatnagar, 258; Bhatnagar, 259; Bhatnagar, 260; Bhatnagar, 261; Bhatnagar, 262; Bhatnagar, 263; Bhatnagar, 264; Bhatnagar, 265; Bhatnagar, 266; Bhatnagar, 267; Bhatnagar, 268; Bhatnagar, 269; Bhatnagar, 270; Bhatnagar, 271; Bhatnagar, 272; Bhatnagar, 273; Bhatnagar, 274; Bhatnagar, 275; Bhatnagar, 276; Bhatnagar, 277; Bhatnagar, 278; Bhatnagar, 279; Bhatnagar, 280; Bhatnagar, 281; Bhatnagar, 282; Bhatnagar, 283; Bhatnagar, 284; Bhatnagar, 285; Bhatnagar, 286; Bhatnagar, 287; Bhatnagar, 288; Bhatnagar, 289; Bhatnagar, 290; Bhatnagar, 291; Bhatnagar, 292; Bhatnagar, 293; Bhatnagar, 294; Bhatnagar, 295; Bhat